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ESTABLISHED 1857.



16,720

HONGKONG, MONDAY, DECEMBER 11th, 1911.

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## The Daily Press.

HONGKONG, DECEMBER 11TH, 1911.

The Hon. Mr. E. A. Hewitt has been re-appointed a member of the Sanitary Board for a further term of three years.

Dr. F. O. Stedman has been re-appointed a member of the Medical Board for a further term of three years, and he will also act as Secretary.

The Japanese cruiser *Tsugara*, in command of Capt. Chisaka, arrived in port on Saturday morning. The *Tsugara*, a vessel of 6,630 tons, was launched in 1899, and was formerly the Russian cruiser *Pallada*. She is at present in use as a training ship, and has 60 engineering midshipmen on board.

An extract of the meteorological observations made at Hongkong Observatory during the month of November shows that the average mean temperature during the month was 69.1 and the average maximum 73.0, as against 25 years' mean of 69.2 and 76.0 respectively. The colony enjoyed 155.1 hours of sunshine during the month, as against a 25 years' average mean of 189.6 and a rainfall of 2.72 inches, as against a 25 years' average mean of 1.45 inches.

The *Pegasus*, first of the Australian cruisers detached to strengthen the China naval forces, arrived in the harbour on Saturday afternoon, under command of Commander F.N. Mitchell, R.N. The cruiser left Sydney on November 15th and the *Prometheus* a few days later. The latter vessel will reach Hongkong during this week. The *Pegasus* is a third class cruiser of 2,135 tons. Her horse power of 7,000 can drive her at a speed of 20 knots, but she has on occasion attained a speed of 21.2 knots. Her armament consists of eight 4-inch and 3-pounder, quick firing guns; two machine guns and two submerged torpedo tubes. The vessel will probably be docked in Hongkong.

## LATEST SHIPPING NEWS.

The I.G.M. s.s. *Prinz Ludwig* carrying the German mails with dates from Berlin of the 15th of November left Singapore on Saturday 11 a.m. and may be expected here on or about Wednesday 15th inst. at 6 p.m.  
The I.G.M. s.s. *Prinz Sigismund* left Manila on Friday 8 p.m. the 8th inst. and may be expected here on or about 6 a.m. the 11th inst.  
The s.s. *A. Apoor* from Calcutta left Singapore on Friday 8th inst. afternoon and may be expected here on or about 14th inst.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE REVOLUTION.

## REBELS DETAIN BRITISH STEAMER

London, December 9th.  
Reuter's Shanghai correspondent wires that the Revolutionists have searched the British steamer "Kwong Ping" (owned by the Chinese Engineering and Mining Company), and detained her, despite representations from the British Consul.

## PEACE PROSPECTS.

Reuter's Peking correspondent states that H.E. Tang Shao Yi, whose headquarters are at Tientsin, is proceeding to Wuchang, being specially empowered to negotiate for a settlement, the prospects of which he believes are greatly improved by recent Edicts.

## GENERAL CHANG'S ESCAPE.

London, Dec. 10.  
Shanghai despatches report that a telegram has been received from Nanking to the effect that General Chang and his Imperialist troops escaped. They annihilated a band of Revolutionists who attempted to bar their retreat at a spot one hundred miles up the Tientsin-Pukou Railway. The Revolutionaries further north are blowing up bridges with dynamite.

## PRODUCTION OF OPIUM.

London, Dec. 10.  
The Opium Conference at The Hague has unanimously accepted the British resolution that every government should frame effective laws to control the production and distribution of raw opium, and restrict the number of places whereat the import and export of opium should be permitted. On the motion of the Persian delegate it was decided to communicate the decisions of the conference to the nations which were not represented requesting their co-operation with the objects of the Conference.

## RUSSIA AND THE SUGAR CONVENTION.

London, December 10th.  
Reuter's correspondent at Brussels reports that the representatives of signatories to the Sugar Convention met to consider the Russian proposals to be allowed to increase her export quota and the conditions under which Russia would continue her membership of the Union. The Russian delegate intimated that this depended on the improvement of the regulations affecting her.

The British delegates declared that sufficient ground existed to authorise Russia to increase her quota.  
The German delegates asked for more detailed explanations.

## GERMAN BATTLESHIP REFLOATED.

London, December 9th.  
The German battleship "Kaiser Wilhelm II." which went ashore in Flensburg Fiord during a fog, has been refloated.

## GERMAN POLITICS.

London, December 9th.  
The Reichstag has dissolved, and the elections will take place on January 12th next.

## THE DURBAR.

ALL INDIA MEMORIAL TO KING EDWARD.

London, December 9th.  
Reuter's correspondent at Delhi wires that Their Majesties the King and Queen have laid the table-stone of the All India Memorial to the late King Edward VII. Their Majesties were given an ovation by the populace.

## DISASTER IN RUSSIA.

London, December 9th.  
Reuter's St. Petersburg correspondent reports that ice pressure broke the scaffolding of a new bridge being built across the River Volga near Mazan.

One hundred and fifty workmen were thrown into the river, and their bodies are now being recovered.

## ANGLO-AUSTRALIAN CRICKET.

[THROUGH REUTER'S AGENCY.]

LONDON, December 9th.

The match between the Marylebone team and an Australian XI was continued at Brisbane in very hot weather, and before an attendance of 7,500. On a good wicket the Marylebone team in their second innings scored 287, of which Douglas made 101 by plucky batting. He was at the wickets for 293 minutes. The Australians lost eight wickets for 277. Kelleway played a "tubborn" innings of 66 and Minnett scored 69 by attractive cricket. Crawford contributed a vigorous 56 unfinished. When he had scored 37, Crawford was caught by Mead on the boundary, but the umpire disallowed the catch on the ground that Mead's foot was on the cycle track. The Englishmen in a group disagreed with the decision and a sensation was caused, the game being stopped for some minutes.

## THE REFORM BILL.

London, Dec. 10th.  
The Master of Elibank (Mr. A. W. Murray), speaking at York, stated that the Government was determined to pass the Reform Bill. The last reign saw the settlement of the South African question, and he hoped this reign would see the settlement of the Irish question. The rise of national ideas in Scotland and Wales increased the difficulties of the opposition as compared with the difficulties of 1886.

## BRITISH ESPIONAGE.

London December 10th.  
Reuter's Berlin correspondent cables that though the trial of Schultz and others for espionage is taking place in camera, German papers publish what are described as inspired reports, taking the guilt of the prisoners as granted and alleging the existence of a great English system of espionage, in which the best society is participating, their love of sport impelling them to play with danger.

## RUSSIA AND PERSIA.

London, December 9th.  
Persia agrees to cancel the appointment of Mr. Le Coffre, a British subject appointed to Tabriz by Mr. Shuster, and is willing to negotiate in a friendly spirit regarding the other demands, except the necessity of referring the appointment of foreign advisers to Britain and Russia. Persia hopes that the crisis will be terminable by the latter point not being pressed.

## LATER.

Reuter's Teheran correspondent states that Russia has sent a note demanding the punishment of the murderers of Alla Ed Dowles.  
The report of the debate in the House of Lords has gratified official circles in Persia, who are convinced that the question will be settled through Great Britain.

## BILLIARDS.

London, December 10th.  
In the first of a series of matches of 18,000 up, the half way scores are: Stevenson 8,598, Gray 7000. The latter has been hitherto out of form, while Stevenson's play has been most brilliant all round.

## FURTHER OPPOSITION TO THE INSURANCE BILL.

London, Dec. 9.  
A meeting representing 800 firms in the North of England was held at Manchester yesterday. Sir Charles Macara, who presided, said that a manifesto signed by the representatives of 208 trades was being sent to Parliament asking for the postponement of the operation of the Insurance Bill which imperils productive industry.

## THE BLOWING UP OF THE "MAINE"

London, December 10.  
Washington telegrams state that a joint army and navy board, after exhaustive study, finds that the "Maine" was blown up at Havana on the 15th February, 1898, by external explosion.

## SHOP ASSISTANTS HALF-HOLIDAY.

London, December 9th.  
The House of Commons yesterday passed the third reading of the Shops Bill securing for assistants a weekly half-holiday and a reasonable time for meals. The Government has dropped the major portion of the bill, including the limitation of hours to 60 weekly.

## NAVAL PRIZE BILL.

London, December 9.  
Lord Selborne will move the rejection of the Naval Prize Bill when it comes before the House of Lords.

## CHINA ASSOCIATION IN LONDON.

SIR CHARLES DUDGEON ON THE CHANGING EAST.

Our London correspondent sends us the following report of the speeches made at the annual banquet of the China Association in London, at which Sir Charles Dudgeon presided:—

The Rev. GEORGE OWEN having said grace, the Chairman proposed the loyal toasts with special reference to the Indian tour, and they were duly honoured.

The CHAIRMAN then proposed the toast of "Prosperity to the China Association." He said it had been his intention to follow precedent and give in some measure a review of events in China since the last gathering, and he had proposed to make some platitudinal remarks about the old, hackneyed, and always untrue, expression of the "Changing East" and to emphasise its absolute untruth, so far as any China in concern. "I had thought" he continued "that some measure of interest might have been imparted to my speech through a comparison of the China as we knew it thirty years ago with the China of to-day, coupled with suggestions as to how the extraordinary revolution which we were witnessing had been accomplished. But the events of the past few weeks have thrown my intended address completely out of gear, for the expected, which I fancy we had all been looking to, has occurred with unexpected suddenness, and in a quarter where I, anyway, confess I did not look for it. Yet if you will bear with me I will still beg your patience if I include in my address some measure of my original line of thought, for it seems to me not to be of unimportance to consider the "What is" of to-day in the light of the progressive activity through the "What was."

There are many in this room whose connection with China is of much older date than my own, but still looking back over the thirty years—thirty-five years almost to the day—which have passed since I first landed in Shanghai, changes, slow in their initiation, and usually disappointing in their results as they may have been, have nevertheless been constant and accumulative, until things are now moving with a rapidity outstripping that of the Law of Acceleration. After all, why should we be surprised? In Europe, during the last fifty or sixty years cumulative progress has moved at a pace out of all proportion to the progress of previous centuries. China's great neighbour, Japan, has bowed wisely to the inevitable, and it was not in reason to suppose that China would not be compelled to follow suit. To me, indeed, it has seemed that the only question was as to the "how," and the solution of the problem appears to be now working out under our eyes; if the laying of the foundations of China's change has been slow, perhaps for that very reason they have all the more strength; anyway, the fact we have to deal with is that, on such foundations, an edifice is rapidly rising which is astonishing a bewildered world.

The fact is that in China, as elsewhere, it has been impossible to effect reforms unless and until the people themselves understood their necessity, and were persuaded of the advantage of their adoption. Until such popular education is effected, experience has shown that even the most honest effort and intention of rulers towards reform remain ineffective. We may doubt—and I suppose most of us do doubt—whether, so far as the rulers of China are concerned there has been much real honesty of effort and intention; so much the worse for them when the people are once aroused. Certainly during the past few years we have many grandiloquent edicts emanating from Peking on the duty of rulers, and on the necessity of reform, but they have been little more than waste paper, with little more honest intention than that of throwing dust in the eyes, and particularly in ours. Revolutions, as has been said, can only be effected through a revolution of the ideas of the people; otherwise, to quote the French saying, "the more it changes, the more it remains the same." The other day I came across a saying attributed to Sir Edward Grey, which seemed to me particularly appropriate to the point, to the effect that it is not things that matter so much as people's opinion about them—and so in China, what really matters is not the things that either the Chinese Government or western nations may urge upon the Chinese people, but what the people themselves think about them.—(Applause.)

We have now evidence enough that the revolution of ideas among the people of China is in full swing; we may criticise the methods and teachings as we please, but we cannot deny the evidence of our senses that the revolution is there. Some there are who are optimistic in the belief that the awakening of China foreshadows regeneration political, socially, and morally—that we are at last in sight of the realisation of Mr. Burlingame's somewhat previous picture, drawn nearly fifty years ago, of the Cross of Christ shining on every hill top in China. Pessimists, on the other hand, are inclined to the opinion that at the pace at which the new China is moving she is likely to upset the whole apple cart—that the bull is in the China shop indeed, and that the result is likely to be much broken crockery. And indeed, there is much, both in experience and in the evidence of what is going on, to support the latter opinion, for the adoption of a policy of reform "in the lump" has ever in history proved a dangerous experiment; an experiment more particularly dangerous in the case of China, for one may be forgiven for attributing to the leaders of the reform movement are so entirely patriotic and altruistic as they wish to appear; whether, in fact, they are themselves not after the loaves and fishes which an upheaval may bring their way.

However, to leave that point—a contentious one, perhaps—I would go back for a moment and ask you to bear with me in a rapid comparison of the China which was thirty years ago with the China which is to-day. Recently Bishop Graves, of Shanghai, delivered an address which had for its text, "The Changing China," and in it he asked his audience to throw their mental vision back a generation and he drew the

picture of the then China as a China without railway or telegraphs, without a postal service (as modernly understood); a China without a press, where public opinion found no expression, and where the sole path (bribery excepted) to official employment and preferment lay through an immemorial system of examinations in which the Confucian classics represented the all in all of knowledge. Contrast that picture with the China of to-day. Take, for instance, railways. Leaving out of account the Shanghai-Woosung line, which, after an inglorious existence of about a year, was deliberately destroyed in 1877, and the Formosan Railway of some 11 years later, which was allowed to perish through intentional neglect, there was not, until about 12 years ago—yesterday, as it were—a single railway in China. There has recently been issued a Paper compiled by Mr. Fox, our Commercial Attaché in China, giving the railway position on the 31st December of last year—nearly a year ago—and the position has much developed since then. According to Mr. Fox, there was at the end of 1910 a mileage of railway, "open or under construction," of over 8,000 miles, of which some 5,000 were in actual operation, and in addition some 3,000 miles of "railways projected," though as to the latter it has to be admitted that many of the schemes are "hung up" for want of funds, or for reasons of squabbles among the promoters, or between the provincial and central governments. Still, a railway mileage of over 11,000 miles, the greater part of which is either in active operation or in course of construction, as against not a mile 12 years ago, indicates a most marvellous revolution of Chinese ideas in the matter of communications. As to the "how" of this revolution we need not, this evening anyway, concern ourselves; it is the fact which interests us, coupled with the fact, well known to many of us who know something of railways in China, that the Chinese take to them as ducks do to water, or boys to bicycles.—(Laughter.) It was not to be expected that this "railway revolution" would be unattended with troubles, and these have taken a double form; first, a protest by the provinces against the nationalisation of the railways as decreed by Peking, and, secondly, a general protest against the borrowing from foreign nations for the purposes of railway construction. The anti-Peking feeling found fighting expression in Szechuan a month or two ago on the conclusion of the "four-nation" treaty, which included the building of lines in that province with foreign capital, and it seems that the same protest against what it seems to be the more recent and far more serious rising originating at Wuchang, though it is probable that the real strength of the now wide-spread rebellion is to be found in the profound dissatisfaction which the Peking Government has for years been exciting throughout the Empire. But, however that may be, it is to be noted that so far as the question of railways is concerned, the point is not as to the policy of their being made, but as to who shall make them; the popular revolution of ideas on the question of the necessity of railways is complete. Mr. Ku Hung-ming, of Shanghai, who is known to many of us, and who, whatever we may think of his methods, is anyway an advanced exemplar of Chinese progress, has declared in the foreign press that "the whole nation is now committed to the construction of railways."

As with railways so with telegraphs. Thirty years ago the telegraph was practically unknown except at the Treaty Ports in the form of cable communication with the outside world; there is now not a province in China in which the telegraph is not established, though an enormous amount still remains to be done, and is being done, in linking up connections. From small and slow beginnings the expansion has been wonderful, and the Central Government is becoming possessed of a power of rule over the Empire previously undreamt of. Unfortunately, it has to be admitted that, though the revolution of ideas as regards the necessity of telegraphs is complete, a revolution in their method of working still remains to be accomplished, for it is hardly too much to say that, as at present conducted, the Chinese telegraph system is about the worst and most expensive in the world. (Laughter.)

For the Imperial Post, now established some 15 years, China has to thank the Imperial Maritime Customs, which, 20 years earlier, inaugurated a postal service for its own purposes. Until the present year the service has continued in the hands of the Customs, and its conduct has been marked by wonderful efficiency. Last May, however, witnessed its transference to the Peking Board of Communications. So far, the efficiency seems to have been maintained owing, no doubt, to the fact that the management of the service still remains in European hands. It is to be hoped that such management will be continued, but on this point experience of Chinese ways suggests grave doubts and apprehensions.

But perhaps the most remarkable and far-reaching feature in this Chinese revolution has been in the matter of education. The examinations, which still remain the only road to official employment, and in which knowledge of the Confucian classics until recently comprised the all in all, now include all manner of subjects of hitherto condemned western knowledge. The universal thirst after western learning is most remarkably illustrated in the large sums of money subscribed by all classes of Chinese for the foundation and support of schools, colleges and universities under western teachers, as witness, for instance, the donation of \$200,000 by the Canton Viceroy to the Hongkong University, a donation which, by no means stands alone among contributions from high quarters; a smaller, but still important illustration, is the International Institute in Shanghai, which, from very small beginnings some 10 years ago, through the liberal support of Chinese of all classes, has grown to be an important college. But we can have no better illustration of this educational revolution than the recent edict setting out the elaborate curriculum for the education of the Infant Emperor, comprising not only the Confucian classics, but all manner of western learning as well. One can only hope that the poor little man, if one may speak so disrespectfully of the Son of Heaven, may not follow the example of some of our own school children and go on strike.—(Laughter.)

The growth of the press, and the creation of public opinion, are features producing results of which we are now witnessing the far-reaching consequence. A generation ago a native press was practically non-existent; to-day there is hardly a capital in the provinces, not to speak of other important centres, which has not its paper, many of

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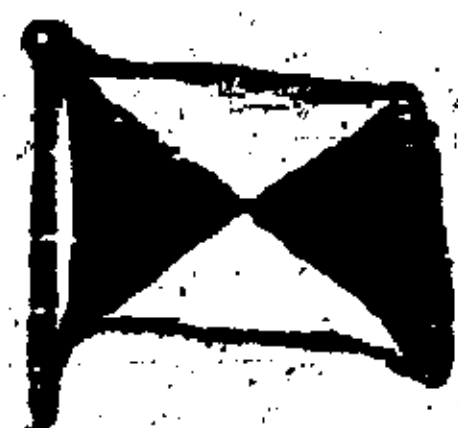
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TJIPANAS	JAVA	—	JAVA	First half of Dec.
TJILATJAP	SHANGHAI	First half of Dec.	JAVA	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
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## "GLEN" LINE OF STEAMERS

## NOTICE TO CONSIGNEES

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

## THE Steamship

## "GLENROY."

Captain H. W. L. Holman, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 14th inst., at 10 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES &amp; Co., General Agents.

Hongkong, 9th December, 1911. [1409]

## SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

## NOTICE TO CONSIGNEES

## FROM BOMBAY AND SINGAPORE

## THE Steamship

## "ISCHIA."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ &amp; Co., Agents.

Hongkong, 9th December, 1911. [4]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES

## The Steamship "ATHOLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

## CONSIGNEES OF CARGO

are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL &amp; Co., Ltd., Agents.

Hongkong, 5th December, 1911. [1331]

## NOTICE TO CONSIGNEES

## THE P. &amp; O. S. N. Co.'s Steamer

## "HIMALAYA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognized.

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## FOR SALE

## FOR SALE

## YACHT "CASTLE PEAK," sails, anchors, accessories, etc.

Oa View, C. Y. C.

anchorage.

For particulars apply.

Mr. OTTO KONG SING, Solicitor.

12, Queen's Road Central.

Hongkong, 16th October, 1911. [1246]

## FOR SALE

## DEBBINGTON, 7-Roomed House, Peak Road, beautiful situation.

For Terms, apply to

C. SCHROTER, Care of Messrs. GARRER, BARNES &amp; Co., Kings Buildings, Ltd.

Hongkong, 10th July, 1911. [923]

## TO LET

## TO LET

## NEW and COMMODIOUS SHOP

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KOWLOON MARINE LOT 48, Yauwai Area 85,200 square feet with 255 feet Frontage. Especially suited for Storage of Coal, Timber, &amp;c.

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HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED.

Hongkong, 2nd November, 1911. [1222]

## TO BE LET

On or about 1st March, 1912.

## SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON &amp; Co., Ltd., Alexandra Buildings, Hongkong, 29th August, 1911. [1077]

## TO LET

## NO. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office, No. 2A, D'AGUIAR STREET, suitable for Godown, etc.

Lately occupied by Vienna Café &amp; Co. For Particulars, etc., apply to

CHANG FAT, Care of YEE SANG FAT, Same address, YEE SANG FAT &amp; Co., Hongkong, 5th October, 1911. [1243]

## TO LET

## NO. 9, BEACONSFIELD ARCADE (SHOP), BEACONSFIELD.

"BANGOUR," No. 72, PRINCE 5 Boomed Bungalow with Tennis Court. From 15th Dec. Rent \$125.00 and taxes.

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KODGATE, near The King's Park, Kowloon, "KELLET CREST," No. 66, PRINCE 57, PRINCE GRANDE, Macao.

FOR SALE.—TOWNSHIP, at Peak, commanding a magnificent view of the Harbor and adjacent islands.

Apply to

LINDSEY &amp; DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 15th November, 1911. [1118]

## TO LET

## GODOWN, No. 4, New Praya, Kowloon, Town.

Apply to

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st December, 1911. [1116]

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## OLD VAT

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[1228]

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E. A. HEWETT, Superintendent.

Hongkong, 7th December, 1911. [1]

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## FOUR BRANDS!

## FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

## THE

## DAIRY FARM CO., LTD.

[36]

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Manufacturers and Exporters of

INDIAN PRESERVED PROVISIONS

HONAYAR (INDIA).

[1346]

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p. Comdr. A. Lowndes, Hankow.

Astrakhan, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Singapore.

Atlas, admiralty tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Kiangling.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lieut. Comdr. H. Lyness, Hankow.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Jlio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Yeale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe, Foochow.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. J. G. Good, Hongkong.

Janna, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. R. B. England, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Hongkong.

Kinsh, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. H. Murray, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Dary, Labuan.

Mincatur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Whaloe, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,900 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Amoy.

Moorehen, river gunboat, 180 tons, 2 guns, i.h.p. 300, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Nanking.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 5,300 h.p., Comdr. Lambie, Nanking.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. S. Tyndall, West River.

Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Saudpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.

Sulph, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Shanghai.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Gille, R.N., Canton.

Tamar, floating ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Hankow.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 h.p., Lieut. Comdr. Harold D. Adair-Hall, Amoy.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Singapore.

Whiting, torpedo-boat destroyer, 360 tons, i.h.p. 5,900 h.p., Lieut. Comdr. G. P. Hartford, Hongkong.

Widgeon, gunboat 195 tons, 2 guns, 300 h.p., Comdr. M. H. Wilding, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Hankow.

Submarine

No. 36, Godfrey Herbert, Lieut. Comdr.

No. 37, A. A. L. Fenner, Lieut. Comdr.

No. 38, J. R. A. Codrington, Lt. Comdr.

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

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The VOLUME which consists of 14 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. R. KENNIE.

A description of Chinese Social Customs and Superstitions, combined with the insight given into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

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THE MAN  
OF TASTE

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[53]

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BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND  
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Boilers, Railway Rolling Stock, Bridges, and  
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Tools, installed throughout the Works

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737' x 88' x 34' 6"  
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CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

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and for those whose digestive  
powers have become weakened by  
illness or advancing age.

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any work at all they should be given work to do to the  
extent of their powers. In the easy process of its prepara-  
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this work with extreme nicety.

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mothers have to encounter. It is sent post free on application to Benger's Food, Ltd.,  
Oster Works, Manchester, England.  
Benger's Food is sold in tins by Druggists, etc., everywhere.

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The Physician's Cure for  
Gout, Rheumatic Gout  
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Safest and most Effective  
Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,  
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These tiny Capsules—superior  
to Copaiba, Cubebs, and Injec-  
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Restorer of  
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## Fighting Malaria and Dysentery.

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gen is of the greatest service to the physician  
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scourges of tropical climates.

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Fever and other exhausting diseases. I have  
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are filed more than fourteen thousand letters from practising  
physicians who certify to its value.

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nutritive value, contain-  
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form in which it can be  
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excellent nerve food."

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stored me once more to  
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says:—"There is no  
doubt whatever that the  
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## VESSELS ON THE BERTH

SWEDISH EAST ASIATIC CO., LTD.  
GOTENBURG.

## NOTICE TO CONSIGNEES.

THE Steamship  
"CEYLON"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited,  
Kowloon, and West Point Godowns, whence  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 12th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 12th inst. at 9.30 A.M.

All Claims must reach us before the 15th  
inst. or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

**GLOF WIJK & CO., CHINA AGENCIES**  
AKTIEBOLAG,  
Agents.  
Hongkong, 5th December, 1911. [1248]

## SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY,  
VIA SINGAPORE AND PENANG.  
Having connection with Company's M. R.  
Steamers to PORT SAID, MESSINA,  
NAPLES, LIGORIO and GENOA, also  
VENICE and TRIESTE, all MEDITERRA-  
NEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CHINA.  
(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

## THE Steamship

"ISCHIA"  
Captain Belsio, will be despatched as above  
FRIDAY, the 12th Dec., at NOON.  
For further particulars regarding Freight  
and Passage, apply to  
**CARLOWITZ & Co.**  
Agents.  
Hongkong, 2nd December, 1911.

## HONGKONG—BOSTON—NEW YORK

**AMERICAN ASIATIC S.S. CO.**  
FOR BOSTON AND NEW YORK VIA PORTS  
AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)  
S.S. "INDRAVELLI" On or about 26th Dec  
For freight and further information  
apply to—  
**SHEWAN, TOMES & CO.**  
General Agents.  
Hongkong, 7th November, 1911. [1330]

## AUSTRIAN LLOYD'S STEAMSHIP COMPANY

STEAM FOR  
TRIESTE, GENOA, NAPLES,  
CALCUTTA, COLOMBO, BOMBAY,  
KARACHI, ADEN, SUEZ AND  
PORT SAID.  
(Taking Cargo at through rates to the  
SOUTH AMERICAN PORTS.)  
RED SEA, BLACK SEA,  
LEVANT, VENICE and  
ADRIATIC PORTS.

THE Company's Steamship  
"E. FRANZ FEDINAND"  
Captain Pavichich, will be despatched as above  
on MONDAY, 26th Dec., 2 P.M.  
This Steamer has capital accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and  
apply to  
**SANDER, WIELER & Co.**  
Agents.  
Princes' Building.  
Hongkong, 18th November, 1911.

## ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG.  
For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mail; also Table of the Yearly  
Approximate Averages for 35 years  
FROM 1874 TO 1909.

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